

# The China Mail

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HONGKONG, FRIDAY, MAY 18, 1888.

PRICE, \$3 PER MONTH.

AGENTS FOR THE CHINA MAIL.

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## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital.....\$7,500,000 Reserve Fund.....\$3,900,000 Reserve Liability of Proprietors.....\$7,500,000

Court of Directors.

Chairman—Hon. JOHN BELL IRVING. Deputy Chairman—W. H. FORBES, Esq. C. D. BOTTHROYD, S. C. MICHAELSEN, Esq.

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Hon. A. P. McEWEN, Esq.

Chief Manager.

Hongkong, THOMAS JACKSON, Esq.

Manager.

Shanghai, EVEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.

Interest Allowed.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. "

" 12 " 5 per cent. "

Local Bills Discounted.

Credits granted on approval Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Hongkong, April 25, 1888. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on weekdays, 10 to 3: Saturdays, 10 to 1.

2.—Summes less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit, may at their option transfer the same to the Hongkong and Shanghai Banking Corporation for fixed deposit for 12 months at 5 percent. per annum interest.

4.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank is marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the Hongkong and Shanghai Banking Corporation,

T. JACKSON,

Chief Manager.

Hongkong, September 1, 1888. 754

## Intimations.

THE PUNJAM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

THE Second Ordinary Half-Yearly MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, Pedder's Street, on THURSDAY, 24th May, 1888, at 4 p.m., for the purpose of receiving a Report of the Directors, together with a Statement of Account to 31st September, 1887.

The Transfer BOOKS will be CLOSED from 10th to 24th Instant, both days inclusive.

A. O'D. GOURDIN,

Secretary.

Hongkong, May 17, 1888. 806

NURSE.

A CERTIFIED NURSE is anxious to obtain Free Passage to England, will give services and take entire charge of children to be sent home, an invalid, or nursing duties in any capacity. Highest testimonials and references.

Address, Mrs. O. Temperance Hall.

Shanghai, 27th April, 1888. 741

## Intimations.

### NOTICE.

THE CHINESE PASSENGERS by the San Pablo on her last voyage feel bound to record their profoundest thanks to Captain REED for the kind treatment they received, and they take this opportunity of acknowledging the universal esteem in which he is held. Since over he took command of the ship he has been noted for the kind attention he paid to the Passengers. He treated them without distinction and was careful about the minutest details.

Misfortunes happen to all. Even the wisest man finds that out of his thousand plans one fails, and it seems as if it were a decree of Providence that it should be so.

We wish to state how the unfortunate accident happened to the San Pablo. On the 25th March we started from San Francisco, arriving at Yokohama after a fine passage on the 12th April. Next day we left Yokohama for Hongkong. All went well till the 17th when we were near Tern Island and about two or three days' sailing from Hongkong. The night of the 17th was dark as ink, a thick fog had settled down and the sea seemed black as pitch. The Captain kept blowing the whistle every minute and was very careful in his navigation. The Engines were slowed down and the Vessel proceeded very slowly. About three o'clock of that night, however, she struck on a rock. We were all frightened and we thought we might be drowned. Our fear was all the greater because the accident happened during the night and we could see nothing. The Captain, however, reassured us. The water had not risen high in the hold and we could walk about. If the Captain had not been so careful and slowed down the disaster would have been terrific. After a few hours the sun rose and numerous fishing boats came towards us and a distress flag was hoisted. The steamer Peddlie then came to our assistance and the passengers and their luggage were transferred to her and brought on to Shanghai. There we stayed in a Chinese Hotel till the 25th April, when Mr. HARVEY (the agent) and the Captain having made arrangements with the steamer Canton, we were brought on by that vessel to Hongkong. We acknowledge gratefully that we owe our safety and comfort, first to Captain REED's carelessness, which prevented the San Pablo from sinking at once, second to the fortunate arrival of the Peddlie and third to Mr. HARVEY kindly arranging to bring us home. We must also at the same time record our sincere thanks to the Purser, Mr. JOHN RONOV for the kindness and assistance he invariably bestowed on us.

Signed for the Passengers,

KOW LUM (Merchant), TANG KAN Committee.

Hongkong, May 17, 1888. 812

### NOTICE.

NOTICE is hereby given that the Annual General MEETING of the VICTORIA RECREATION CLUB will be held in the GYMNASIUM on TUESDAY, the 22nd Inst., at 6 p.m.

J. H. STEWART LOCKHART, Hon. Secretary, VICTORIA RECREATION CLUB.

Hongkong, May 14, 1888. 787

Peninsular & Oriental Steam Navigation Company.

NEW AND ACCELERATED DIRECT SERVICE TO LONDON VIA MARSHALLS FROM JAPAN AND CHINA.

ON the 19th May, at noon, and fortnightly thereafter, until further notice, the Company will maintain a DIRECT SERVICE between HONGKONG and LONDON, VIA MARSELLS.

This improved service will abolish all Transhipments, and is intended that it shall maintain a high reputation for quick transit, careful delivery of cargo, and for passenger accommodation and cuisine.

The attention of passengers is specially called to the greatly improved SECOND-CLASS saloon accommodation and attendance.

R. L. WOODIN, Superintendent.

Hongkong, May 8, 1888. 754

W. POWELL & CO.

JUST RECEIVED

SPECIALITIES IN LADIES' ENCRUSTED COSTUMES.

WHITE AND COLOURED DRESS LAWNS (Fast Colours).

CHEM. WHITE AND COLOURED AIGRETTE FEATHERS AND TIPS.

PARISIAN FLOWERS, and MILLINERY.

RIBBONS and LACES in Latest Design.

SILK GLOVES and MITTS in every length and colour.

W. POWELL & CO.

Victoria EXCHANGE, Hongkong, May 6, 1888.

Intimations.

GOVERNMENT NOTIFICATION.

WARDMASTER is required at the

A GOVERNMENT CIVIL HOSPITAL.

Emoluments of the office \$80 per

month, rising by annual increments of \$5 to \$20, with Uniform, furnished Quarters, Fuel and Light.

Applications with Testimonials to be for-

warded to the COLONIAL SURGEON not later

than the 21st Instant, at the GOVERNMENT CIVIL HOSPITAL.

By Command,

FREDERICK STEWART, Colonial Secretary.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMasters and ENGINEERS are

respectfully informed that, if upon

their arrival in this Harbour, NONE

of the Company's FREIGHTS should be at

hand, Orders for REPAIRS if sent to the

Head Office, No. 14, Praya Central, will

receive prompt attention.

In the Event of Complaints being found

necessary, Communication with the Under-

signed is requested, when immediate steps

will be taken to rectify the cause of dis-

satisfaction.

D. GILLIES,

Secretary.

ANY Cast-off Clothing, Books, or

Papers will be thankfully received

at the Sailor's Home, West Point.

Hongkong, August 25, 1888. 1458

## Business Notices.

### LANE, CRAWFORD & CO.

ARE NOW FULLY STOCKED WITH THE FOLLOWING

#### SEASONABLE GOODS:

FARINA'S EAU DE COLOGNE.

HENDRIES' HAIR WASH.

LAVERNE WATER.

KALYDOON & ODONTO.

LAT-TAKEE HAIR WASH.

CAEGOLO TOOTH POWDER.

TOILET VINEGAR.

LAVERNE WATER.

CHERRY TOOTHPASTE.

SHAVING CREAM.

LIME JUICE & GLYCERINE.

DISINFECTANT OARIOLO POWDER in 1lb Dragees.

DISINFECTANT OARIOLO POWDER in 1lb Dragees.

STRONGEST CARBOLIC ACID.

LARGE BATH SPONGES and FINE TOILET SPONGES.

BATH TOWELS and WRAPS. FLESH BRUSHES and SCRUBBERS.

Also,

#### Cooling Beverages and Summer Tonics.

STROWER'S LIME JUICE, ORANGE JUICE and LEMON JUICE, RASPBERRY VINEGAR, Fortified LEMON JUICE, CHIRETTA BITTERS, PARISIAN CHEMICAL FOOD, SYRUP OF

## Notices to Consignees.

## NOTICE TO CONSIGNEES.

S.S. ALBANY, FROM GLASGOW,  
LIVERPOOL, PENANG AND  
SINGAPORE.

CONSIGNERS of cargo are hereby informed that all goods, with the exception of opium, are being landed at their risk into the godowns of the Kowloon Wharf & Godown Co., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary is given before noon to-day.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 10th instant will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 10th instant, or they will not be recognized.

No fire insurance has been effected.

Bills of lading will be countersigned by ADAMSON, BELL & CO., Agents.

Hongkong, May 12, 1888. 784

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM SURABAYA, SAMARANG, BATAVIA, SINGAPORE AND SAIGON.

THE Company's S.S. "Barone," having arrived from the above port, consignees of cargo by her are hereby informed that their goods are being landed at their risk into the godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 21st instant will be subject to rent.

No fire insurance has been effected.

Bills of lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, May 14, 1888. 785

## To Let.

## To Let.

A commodious suite of OFFICES in the ICE HOUSE BUILDINGS.

Apply to G. C. ANDERSON,

13, Praya Central.

Hongkong, March 22, 1888. 489

## To Be Let.

A SEMI-DETACHED HOUSE in Richmond Terrace, containing 6 comfortable rooms, 3 bath rooms, and convenient Out-Offices.

A NEW STOREY has just been added to the Servants' Quarters.

Apply to JOHN WILLMOTT,

Hongkong Dispensary.

Hongkong, April 24, 1888. 688

## To Let.

A conveniently situated WELL FURNISHED SEVEN ROOMED HOUSE with BILLIARD TABLE. Rent moderate.

Address, M.<sup>r</sup>. CARE OF THIS OFFICE.

Hongkong, May 14, 1888. 590

## To-day's Advertisements.

## NORDDEUTSCHER LLOYD.

## NOTICE.

STEAM TO SHANGAI.

The Co.'s Steamship "Neckar."

Captain H. SUMMER, will

leave for the above place

TO-MORROW (SATURDAY), the 19th Inst., at 2 p.m.

For Freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, May 18, 1888. 816

FOR SHANGHAI.

The Steamship "Amoy."

Captain R. KÜHLER, will

be despatched for the

above PORT-TO-MORROW, the 19th Inst., at 4 p.m., instead of as previously notified.

For Freight or Passage, apply to

SIEMSEN & CO.

Hongkong, May 18, 1888. 813

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship "Kashir."

Captain TALBOT, will be

despatched for the above

Ports on MONDAY, the 21st Instant, at 4 p.m.

For Freight or Passage, apply to

RUSSELL & CO., General Managers.

Hongkong, May 18, 1888. 815

GELLIAT'S LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Steamship "Geliat."

JOHNSON, Commander, will be despatched for the above

Ports on or about the 23rd Inst.

This steamer has superior passenger accommodation.

For Freight or Passage, apply to

ADAMSON, BELL & CO., Agents.

Hongkong, May 18, 1888. 814

STEAM TO NAGASAKI, KOBE AND YOKOHAMA.

The P. & O. S. N. Co.'s Steamship "Kashir."

will leave for the above

places on TUESDAY, 29th Instant, at Day-light.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office.

Hongkong, May 18, 1888. 819

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP NECKAR,

FROM BREMEN AND PORTS OF CALL.

THE above-named steamer having arrived, consignees of cargo are hereby informed that their goods, with the exception of opium, treasure and valuables, are being landed and stored at their risk into the godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

OPTIONAL cargo will be landed here in Hongkong unless notice to the contrary be given before 2 p.m. To-day, the 18th Inst.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 25th May will be subject to rent.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on WEDNESDAY, the 30th May, at 4 p.m.

All claims must reach us before the 2nd June, or they will not be recognized.

No fire insurance has been effected.

Bills of lading will be countersigned by MELCHERS & CO., Agents.

Hongkong, May 18, 1888. 817

SHIPPING.

ARRIVALS.

May 17, 1888.—Denube, British steamer, 562, F. W. Phillips, Haiphong May 15, General.

A. R. MARTY, Port Adelaide, British steamer, 1,783, F.

Per Chou-chow-foo, at 4:30 p.m., on Saturday, the 19th inst.

SHARE LIST.—ROTATIONS.

MAY 18, 1888.

Stocks.

No. of Shares.

Value.

Paid up.

POSITION FOR LAST REPORT.

Reserve.

Balance forward.

Last Dividend.

Custos Quotations, Cash.

Bankers.

Hongkong and Shanghai Bank Corp.

50,000 \$

125 all \$ 3,900,000

\$ 20,035.51

at 30 for 4 years

working at 3%.

Dec. 31/87

9158 % prem, cash, buyers

Per Neckar.

200 £

12,000,000 £

100,000 £

25 all £ 50,000

26,500 £

76,500 £

100,000 £

24,000 £

250 £

50,000 £

230,000 £

100,000 £

28,100 £

125,771.29 £

8 for 1886

\$165, nom.

252,245.30 £

\$29,000 £

100,000 £

20,000 £

17,000 £

79,432.62 £

5 for 1886

\$167, ex div.

76,832.52 £

\$26

PER Neckar.

200,000 £

200,000 £

200,000 £

200,000 £

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they had better stop it. This is a free country, and every man has a right to go from it to any place he likes, but he must not be forced or coerced in any way.

## THE CHARGE OF MURDER.

The charge of murder against Sit Atin and Sit Akan was not proceeded with, and the prisoners were discharged by proclamation. The case, it will be remembered, was that of the alleged murder of a coolie in a Second Street boarding-house of which the first prisoner is the master, the second prisoner being his son.

THE CHARGE AGAINST AN INDIAN CONTRACTOR.

The Attorney General, with reference to the case of Harr Singh—an Indian contract who was indicted for an alleged aggravated assault on a Chinese boy—said he had obtained some information about this case, and he did not propose to proceed further with it.

His Lordship said he did not think the Attorney General would have succeeded anyway in getting a conviction, so far as he could judge from the depositions.

Harr Singh was afterwards discharged by proclamation.

This concluded the session.

IN SUMMARY JURISDICTION.  
(Before Mr A. J. Leach, Acting Justice  
Judge.)

FRIDAY, MAY 18.

KYLLER v. BUNNION AT LAW.

The parties in this case were both members of the Hongkong Police force. The plaintiff is tenant of a house part of which he sub-let to the defendant. He wished the defendant to remove within a certain time and defendant declined to do so. Plaintiff therefore applied to the Court for an order of ejectment against his sub-tenant. The defendant, Bunnion, asked that the case be dismissed, as plaintiff had not complied with a rule framed for the Force, to the effect that if any member of the force had a grievance against another he should not proceed against him without getting the consent of the Captain Superintendent. His Lordship over-ruled the rule referred to and gave judgment for the plaintiff with costs.

IP PIK T. NGAI HOW—A MANDARIN NAMED BY HIS MAJESTY.

The plaintiff, an amanuensis, sued the defendant, a mandarin of the fourth-button grade, for \$100 as part wages due for the years from 1883 to 1886 inclusive.

Plaintiff stated that he accompanied defendant and his wife to Batavia in 1883 as amanuensis and remained in their service till 1886 without receiving the wages to which he was entitled.

Defendant, who admitted being due \$12.50, said he had given instructions to a relative of his to pay the amanuensis wages regularly, and as his wife informed him that this had been done, he knew that plaintiff had been paid. His wife would not tell him what was untrue.

His Lordship asked defendant if he would produce his wife as a witness.

Defendant said Mrs Ngai was a small-fisted woman who could talk nothing but Fokienese, and there is no Fokienese interpreter in the Colony.

His Lordship said if defendant would bring his wife to the Court an interpreter would be found.

Defendant then said that as his wife had never been in a Court of law she would be afraid.

His Lordship said in that case he must decide the suit on the evidence before him.

Judgment was then given for the plaintiff for \$72.63 and costs.

NOTES FROM NATIVE PAPERS.

We know that Mahomedans detest pork, but the following incident shows that they also abhor the living pig. At Nanking there are many Mahomedans, and when a neighbour's pigs ran into the house of one of these religionists the other day, his servants, belaboured the unfortunate animals with sticks and killed two of them before they could escape. In the final tableau, the hog-proprietor and a group of neighbours he has brought with him are seen in the Muslim's house having a serious conversation with him about what he has done, the good wife holding out a little dead pig in both hands and crying loud and bitterly.—*H. H.*

In Hupeh Province ever since the beginning of April there have been continual rains. The Yangtze is swollen already to within ten feet of its highest limit, the weather has been so bad that the people have been unable to get in their barley, so that a good deal of it is likely to rot in the fields. At Wu-ch'ang, the capital, on the 3rd May, a ferry-boat with nine passengers on board was stuck into the rapids, and sunk, and only one man escaped from drowning. The 15th term, beginning of summer, on the 6th May, is already past, and thick winter clothes are still necessary as a protection against the raw cold weather.

In Yüe-chow, Canton, in his recent travels, undertaken to discover the extent of the foundations, and the condition of the dams and dykes, covered more than 1,200 li, or 490 English miles.—*H. H.*

The Yangtze, at Ichang, is full up to the old bank. Of steamers only the King Yung has been running there. The salt-trading junks at Ichang and Hankow are now very numerous. Steamers appear to carry exclusively foreign and Canton goods, principally shippings, in their trip up River Sian-pao.

At Wenchow outside the Three-cornered Gate there is a Buddhist number called the Pure Pond. On the 17th of last month five or six wandering Hanumbras armed with daggers knocked at the numery gate in the middle of the night, and called on the nuns to get up and make them some tea. The frightened nuns went to their kitchen to do so, and the knights errant having entered, tied up and gagged the nuns, and then made a clean sweep of everything of any value which they could lay their hands on, both in the poor nun's rooms and in the Temple. The next day the neighbours, hearing a rumour of the robbery, sent the Tipao to make an inspection, with a view of reporting to the mandarins, but the nuns fearing the expense of the Yamen begged the master might be kept a secret if possible.

For the project of improving the native city by a good 'Maloo' it appears we are indebted to H.E. Liu Ming-ch'wan, the Governor of Formosa. It is part of a scheme comprising both a road and a bundle, for the use of the Governor's steamers which will ply between Shanghai and Formosa.—*S. H.*

A Canton tea-merchant at Foochow sent agents up the Min River lately to Kienning to buy new season's tea, handing them \$15,000 to walk the purchases. The tow-rope of the boat broke as she was being towed up a rapid, the boat was wrecked, and the tea-buyer's clothes and money disappeared into the water. Fortunately, everything was saved except about \$1,000, and the merchant has the consolation of knowing that it might have been much worse.

The Pecko Tea of Paklin, in the Fuhning Prefecture, is the deepest kind in the market, price ranging from over Tls. 100 to Tls. 200 per picul. In colour, fragrance, and flavour it excels all other Peckos, but

only about 20 or 30 piculs are produced each spring. Unfortunately this spring owing to the excessive rain, very little has been grown, and although in colour and flavour it is worse than ever before, it is likely to be sold at higher prices than in former years; but owing to its scarceness and inferiority of quality the profit on it will not amount to very much.

On the 16th last moon 10 piculs of new Paklin Tea had already arrived at Ning-tai (Fuchow) or rather to the Kien-feng tea gardens on Chang-ch'ew Island. This is the first tea of this season. Flavour is rather poor, owing to the heavy spring rains, and the merchants augur ill from this for the opening tea-season in general.—*H. H.*

CHINESE IN SIAM, ETC.

A PEACEFUL INVASION.

The silent but persistent invasions of Indonesia by China is one of the phenomena of the age. From ancient times the trading junks of Amoy and Swatoe have ploughed the seas to Kiao-chi (Rajahong), Lin-yih and Chen-ch'eng (Tsimpo), Chou-luh (Cambodia), K'un-lun (Pulo Condor), Jui-fuh (Johore) and Chao-wa (Java), and the present steady flow of emigrating settlers almost follows the lines already marked out by the medieval mariners, but the deliberate settlement of these countries by the enterprising colonists is only a matter of these times. The movement has attained such enormous proportions now-a-days that the Chinese government has begun to rouse itself and to enquire whether China is to derive no advantage whatever from these industrious populations, who are making the fortunes of foreign colonial powers. First and foremost comes Siam, out of whose total population of 6,000,000 at the very least 2,000,000 are either pure Chinese or are mixed breeds bearing the name. The figure of 25,000,000 recently given by the Siamese minister in London is considered utterly ridiculous by all foreigners in Siam, who are conversant with the resources of the country. It speaks well for the law-abiding instincts of the Chinese that they have so far been able in a country, where there is to reign whatever keeps upon the free gratification of all their passions, where the native judiciary and executive is hopelessly corrupt, and where the intellectual capacity of the natives is immeasurably inferior, individual for individual, to that of the Chinese, that the latter have been able to live so long, not only without any ambitions attempt at revolt, but without even giving serious trouble at all. The Chinese as a nation seem to be contemptuously indifferent to their rulers so long as Chinese ideas and development are left unfettered. The secret of the Siamese success with them is that the Chinese are absolutely free. They are exempt from the forced labor imposed annually upon the natives, willingly pay a small annual poll-tax as the price of this exemption; govern themselves through our own societies and congregations, live on terms of absolute equality with the Siamese, develop the resources of the country by their energy as cultivators and traders, and in all but the name have practically the whole country in their hands. Fortunately, we find that the majority of the Chinese settlers are from that part of China which has least to do with the internal economy of the Empire, and which has no desire of allowing itself to be made a cat's paw of for the special benefit of the Manchu dynasty. Otherwise it would be perfectly easy for Chinese diplomacy to upset the whole Siamese state fabric, and to establish a Chinese province, extending from Szeamoe to Bangkok. In Cambodia, where again the Chinese have always been treated with the same liberality as in Siam, the Chinese element forms quite half the population which according to best accounts does not much exceed half a million. In French Cochinchina, Annam and Tonquin, on the other hand, where the population cannot fall short of 15,000,000, there are not more than 10,000 Chinese all told. Both in Tonquin and in Cochinchina they are liable to a very heavy annual poll-tax and house-tax varying in amount from five to three hundred dollars a year, and besides that each Chinese arrival at least in Saigon is at once photographed and placed under the surveillance of the police. He cannot leave without papers and a pass-port, he is obliged either to carry a lantern after dusk, or to pay a heavy annual exemption fee, or has hardly any rights, such as are enjoyed by Hongkong Chinese, in anything that concerns the government and administration, he cannot or at least does not go swaggering about in a magnificently appointed carriage as at Singapore, and in short he is reminded at every step that he belongs to the inferior order of mankind, and has no pretension to equality with the ruling race. Notwithstanding all these drawbacks the Chinese is a much saltier salt of Annam as he is of Siam and Cambodia, and it is wonderful to see with what extraordinary versatility he adapts himself to circumstances; outsteps all others in industry, patience, and耐力; and in spite of all efforts to the contrary, rises distinctly to the top. One of the most interesting sights possible is the great market of Saigon in the early morning. Here we see best illustrated the type distinctions between the plebeians or Mongoloid peoples—the Chinese, Annamites, Malays, and the graceful races of India. John Chinaman here goes as Xoung Dinh-quoc ch'ueh, or 'Tranh Phuc-oh boudoir,' and clad in nothing but his own pig-like skin, and a pair of trousers, with his queue twisted round his head, easily holds his own in bargaining against the French marine buying his early saveloy; the Malabars—Klings, Arabs, Bengalis—who seem ready to purchase unslaughtered fowl from him; the Annamites exquisite, or the indolent French matron in her morning dressing gown. The Annamites appear to confine their trading operations entirely to fish, but, even here the Cantonese mosquito, with her cheerful trip, soon bargains down the slothful Annamite who sits listlessly before her basket discharging her betel nut into the refuse garbages round the place. One Chinaman keeps a stall chitting easily with his customers, nearly serves out bread and butter with very fair coffee to a mixed group of French sailors, Pondicherry Malabars, Annamite oilmen, and Madras girls with rings through their noses. Strange to say the Malabars seem to have the monopoly of retailing tobacco both at Saigon and Singapore, and 'go-ha Kling-man' or 'that black man's side' is the Chinaman's answer when you ask him for a few cigarettes. And amid this interesting crowd of orientals, all whom look easy and natural, if not graceful, stalk a few specimens of the ruling races; soldiers slovenly in their shiteless serge suits; women whom these extremities uncertainly topic about in the discomfort of high heels, hideous dress improvers, stay with the points jutting out at the shoulders through the thin muslin dress and wonderful piles of false hair surrounded by high bonnets in execrable taste. These same mark tresses may be seen anywhere else—at Singapore, Penang, Malacca, Johore—in short anywhere and everywhere east of the mainland of Paganon.—As to wholesale business, nearly the whole rice industry of Saigon and Bangkok, amounting to 12,000,000 piculs of export a year, is entirely in the hands of Chinese planters, Chinese exporters, and, in many cases, Chinese shipowners. It is a remarkable

thing that, whereas Chinese steamers ply freely between Singapore, Bangkok, Penang, Malacca, Perak, and the Straits generally, the Chinese of Hongkong do not seem to possess many steamers in their own names. The Singapore Chinese have shown a readiness to become British subjects, and to fix their household gods permanently in British territory which, so far, has been granted by the Hongkongers. Perhaps this is because the Cantonese are the most and at once the most conservative and most progressive of Chinese race; and, in spite of differences of opinion and sympathies, are amongst those upon whom the Manchus may have relied, as long as it is old Chinese idea of civilization and not purely Manchu politics which are to the fore. On the other hand, the Hokkiens, Canton, and Swatoe men who come from immemorial times have had the lion's share of the southern trade, are not at all enthusiastic about the welfare of the rest of China: their idea of mind vis-d-vis the present Tartar dynasty is at best in different; and, perhaps, still savours somewhat of that which possessed them during the halcyon days of Kuang-hsi's rule. Great question must some day arise.

THE HYDRAULIC MINING SCANDAL.

*The Times*, in a severe editorial, publishes Hugo's letters to Mr Watson, and demands an inquiry. The affair will be debated in the House of Commons next week. The prospects of recovering the Nizam's money through the Catholic clergymen, Don Jose Vila, replied in another pamphlet. Thereupon the Catholic priest immediately asked the Public Prosecutor to take proceedings against the Protestant pastor, on the ground that he had criticized and attacked the State religion. This is an offence which the existing penal code punishes severely.

BRITISH INFLUENCE IN STAIN.

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# THE CHINA MAIL.

No. 7718.—MAY 18, 1888.

## SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

### WHAMPOA.

Vessel's Name.	Flag or Rig.	Destination.
Foo	Ger. str.	
Peking	Ger. str.	Shanghai
Kwang Lee	Chi. str.	Shanghai

### AMOY.

In port on May 6, 1888.		
Clara Babuyan	Brit. bge.	
L'Avivene	Fr. str.	
Sebastian Bach	Ger. bge.	
Sibirien	Ger. bge.	
Sia Kolga	Brit. bge.	
Sofid	Span. sch.	
Therese	Ger. bge.	

### FOOCHOW.

In port on May 8, 1888.		
MERCHANT STEAMERS.		
Haihong	British	
Hitan	British	
MERCHANT SAILING VESSELS.		
Satsuma	Brit. bge.	

### SHANGHAI.

In port on May 11, 1888.		
MERCHANT STEAMERS.		
Azores	British	
Ava	French	
Bonvenue	British	
Delcomyn	British	
Frisia	British	
Glenlyle	British	
Glenogle	British	
Hao-an	Chinese	
Kaisow	British	
Kwang Chi	Chinese	
New Guinea	British	
Peking	German	
Store Nordiske Danish	British	
Taku	British	

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Peking	German	
Store Nordiske Danish	British	
Taku	British	

### MERCHANT BATTING VESSELS.

In port on May 11, 1888.		
Alex. Yeats	Brit. sh.	
Mailda	Amer. bge.	

### TIENTSIN.

In port on May 5, 1888.		
MERCHANT STEAMERS.		
Johann	German	
Kowahing	British	
Sun-chong	French	
Taku	British	
Taetsui	British	
Yehsin	British	
El Dorado	British	

### MERCHANT SAILING VESSELS.

In port on May 5, 1888.		
Nanaimo	Brit. bge.	
Katsuma	Brit. bge.	
W. Siegfried	Brit. bge.	

### NAGASAKI.

In port on May 2, 1888.		
Kozaki Maru	Japan. bge.	

### KOBE.

In port on May 1, 1888.		
Adolph Obrig	Amer. bge.	
Agenor	Amer. sh.	
Sutibean	Amer. bge.	
Yorktown	Amer. sh.	

### YOKOHAMA.

In port on May 5, 1888.		
Beatrice	Brit. sh.	
St. Francis	Amer. sh.	
Thomas Perry	Brit. bge.	
Wm. J. Rotch	Amer. sh.	

### MANILA.

In port on May 1, 1888.		
Credmoor	Amer. sh.	
Electra	Amer. bge.	
Elois	Ger. bge.	
Em. F. Whitney	Brit. sh.	
George Curtis	Amer. sh.	
Gudru	Ger. bge.	
John R. Kelley	Amer. sh.	
Smit	Dutch sh.	
W. J. Pirie	Brit. sh.	

### ILOILO.

In port on May 10, 1888.		
Mercant Steamer.		
Marie	German	
Quang-nam	French	
Umberto	British	

### HAIPHONG.

In Port on May 10, 1888.		
MERCANT STEAMERS.		
Bogliasco	Ital. bge.	
Bus-Ban	Siam. bge.	
Charon Wattan	Siam. bge.	
Dorothy	Brit. sh.	
Eagle	Brit. sh.	
Hei-cheong	Brit. bge.	
Long Hin	Siam. bge.	
Siam	Siam. bge.	

In port on April 25, 1888.		
Printed and published by G. Murray		
Bar, at the China Mail Office, No. 2,		
Wyndham Street, Hongkong.		

## Merchant Vessels in Hongkong Harbour.

Exclusives of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, enclosing at Green Island. Vessels near the Hongkong shore are marked *a*, near the Kewloong shore *b*, and in the body of the Green Island.